



**Mails.**  
Occidental & Oriental Steamship Company.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Gaele (via Nagasaki) WEDNESDAY, Feb. 14, at daylight.  
Kobe, Inland Sea (via Nagasaki) THURSDAY, Mar. 15, at daylight.  
Kobe, Inland Sea (via Nagasaki) THURSDAY, Mar. 15, at daylight.  
Oceania, Kobe, Inland Sea (via Nagasaki) WEDNESDAY, April 4, at daylight.

Steamship *MALWA*, Captain H. T. WHEELER, carrying Her Majesty's Mails, will be despatched for this BOMBAY, on THURSDAY, the 15th February, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CARTHAGE*, which Vessel takes on her Cargo for LONDON, via SUEZ CANAL, leaving that port on the 10th MARCH, 1894.)

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the 14th instant, and contents and value of all packages are cordially invited.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. H. JOSEPH,

Superintendent, P. & O. S. N. Co.'s Office, Hongkong, February 1, 1894.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, LONDON,

HAVRE AND BORDEAUX:

ALSO

PORTE OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 21st February, 1894, at Noon, the Company's S.S. *OCEANIEN*, Commanded by SCHMITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,

General Managers, Hongkong, February 9, 1894.

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MARSEILLE, LONDON,

## THE CHINA MAIL.

H.M.S. *Impudent* leaves on Monday morning for a cruise.

H.M. troopship *Himalaya* leaves for England. With military details on Sunday morning next.

This afternoon Lady Robinson presented the prize to the Volunteers at Headquarters.

We would remind our readers of the concert to be given at the City Hall to-morrow (Saturday) evening in aid of the Alice Memorial and Nethersole Hospitals.

The N. P. & S. *Moyul* left Victoria, B.C., for Hongkong, via Japan, on Feb. 7. The silk she delivered at Tacoma reached New York on Feb. 7.

As will be seen by reference to our correspondence column, Mr. Hanmer Heaton, M.P., takes up the cudgels against Mr. Van der Forden, re "Cable Reform."

Count Metaxa, the new captain of H.M.S. *Leander*, arrived by the P. & O. steamer *Rothesay* on Sunday. The *Leander* was out yesterday, testing her engines.

Sergeant Witchell, who was injured at the fire at 57 Queen's Road West on Chinese New Year's day, has now recovered, and left the Hospital last night.

The P. M. & S. *City of Peking*, with mails &c., from San Francisco to the 18th ultimo, has arrived at Yokohama, and will leave for this port to-morrow morning, the 10th instant.

It has been decided not to hold an enquiry into the recent fatal fire in Queen's Road West, as all the facts will be elicited at the Coroners' inquest to be held by Mr. H. E. Wodehouse.

The steamer *Cicero* (Capt. George), which left Hongkong for Bangkok yesterday, put back this morning owing to some slight breakdown of her engines. She is now in the hands of the Dock Company.

At the Magistracy this morning, Cheung Yat, master of the steam-launch *Tui Pui*, was fined \$18 by Captain Hastings for carrying on board his launch seven passengers in excess of the number allowed by his license.

On Wednesday last H. E. Sir R. Fremantle, accompanied by his Flag Captain, paid a visit to the Warrant Officers' Club, and expressed himself as pleased with the arrangements that had been made for the comfort and entertainment of the Warrant Officers. Mr. G. South, R.N., Mr. W. Charley, H.M.S. *Impudent*, and Serjeant-Major Newbery conducted His Excellency over the premises.

There will be a Hockey match to-morrow in the Happy Valley at 4 p.m., Club o. Jardines. The following are the sides:—*Club*—W. M. Wood (goal); F. Maitland, C. H. Thompson (backs); W. A. Payne, H. E. Boxhall, E. W. Maitland (half-backs); Rev. R. F. Cobbold, G. M. Finch (right wing); G. C. G. Master, G. W. Millward (left wing); and E. A. Ram (centre), forwards.—*Jardines*—W. D. Muir (goal); C. W. Dickson, J. M. Forbes (backs); W. A. Cruckshank, S. W. Hayward, A. Rodger (half-backs); J. Barton, D. Lansdale (right wing); W. Taylor, J. Paterson (left wing); and D. K. Shiman (centre), forwards.

This afternoon the steamer *Hangchow* (Capt. Derby), which sailed for Shanghai on the 7th inst., put back to port having sustained serious damage in a collision. No particulars have come to hand, and the agents, Messrs. Butterfield and Swire, were not in possession of any facts when enquiry was made there this afternoon. So far as could be ascertained the *Hangchow* must have been in collision on the night of the 7th or the morning of the 8th inst., but whether with another steamer, or sailing vessel of a junk, is not certain; in fact, nothing apparently is known of the other vessel except that she was carrying lights. Where she is now seems to be involved in mystery. One thing is certain; she must have been a very substantial craft to knock about six feet out of the stem of a steamer like the *Hangchow*. The hole is well above the waterline. The *Hangchow* will probably go into dock to-morrow. [As we go to press, we learn that the collision took place with a s. & S. *Asayu*.]

Thus morning, at the Magistracy, Captain Hastings had to deal with the twelve men arrested on *Praya* West yesterday for taking part in the fight between boarders, house runners and boat people. After hearing the evidence of a number of witnesses, His Worship fined eight of the accused \$5 each, fixing the alternative at fourteen days in gaol. One man was discharged, but the twelfth man, for whom Mr. G. J. Phillippe appeared, was fined \$10, with the alternative of a month's imprisonment. This man appeared to have taken a leading part in the brawl, all the men convicted were further bound over in a sum of \$25 to keep the peace for three months, or to go to prison for three weeks.

Mr. Phillippe ventured to express the opinion that Captain Hastings had come to a wrong conclusion with regard to his client, and Captain Hastings told Mr. Phillippe that if he did not withdraw that opinion he would refuse to listen to any remarks that gentleman might make in Court. Mr. Phillippe apologized.

The *Centurion*, which is to replace the *Impudent* on the China Station, successfully underwent her gunnery trials on Jan. 4.

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We take the following items from the *London and China Express*:

The following appointments have been made at the Admiralty:—Commander F. R. Pelly, to the *Porpoise*; F. C. de Lisle, to the *Alacrity*; to date Jan. 1. Commander H. C. Kingford, to the *Impudent*, temporarily, in lieu of a lieutenant.

The *Justice* publishes a telegram from Tonkin reporting that the engines of the transport *Nie*, which has recently returned from the Far East, have been found to be in a deplorable condition. It also states that most of the engineers on board the ship are quite incompetent.

By the appointment of Lieut.-General R. Rowlands, V.C., O.B., to the command of the troops in Scotland, the post of Lieutenant of the Tower of London, worth £200 per annum, has become vacant. The post, which can only be held by a general on the active list, counts as full-pay service, has been given to General J. H. Durne, a late commandant of the Chatham District. General Durne, who is one of the youngest officers of his rank in the army, being only fifty-eight years old, served in the Chinese and China campaigns, and has been unemployed for nearly two years.

Mr. Kichie Hatsuura, writing to a Service contemporary on the treatment of inventors in this country, says:—“Valuable inventions can only be secured for the country by acting with good faith, straightforwardly. If I thought I should be happy to offer the plans of an entirely new class of vessel especially designed for steam, yet moderate in size, so that might be termed ‘expedition craft,’ capable of performing any duty, a battleship and cruiser combined, strong, protected with powerful ram, and capable of emerging and overpowering anything they might come across.

The battleship *Agincourt*, which has undergone extensive repairs in Chatham Dockyard, at an expenditure of upwards of £30,000, is being prepared to proceed to China, where she is intended to relieve the *Viceroy*, old line-of-battle ship, at Hongkong, which is unfit for further service. During the time the *Agincourt* has been under repair she has been supplied with new boilers, and also furnished with a new armament. Notwithstanding the length of time since she has been built, the hull of the *Agincourt* is in an excellent state of preservation, while the vessel is in all respects fitted for a longer period of service.

**BANKRUPTCY OF W. T. BEVAN.**

The first meeting of creditors of W. T. Bevan was held in the office of the Official Receiver this afternoon. There were present Mr. Bruce Shepherd, official Receiver; Mr. Bowley (of Mr. H. L. Deans' Office) for creditors, Mr. E. K. Chaudier (of Messrs. A. Watson & Co.); and Bevan.

The Official Receiver said Mr. Bevan's affairs show the liabilities at \$323,230, the total assets at \$28,312.75, which gives a surplus of over \$25,000, but the principal asset is property in England estimated to produce \$27,445, and that property has to be sold, so I propose that the meeting stand adjourned six days, until I can communicate with England and ascertain the facts in connection with that property. Mr. Bevan has promised to give every assistance in his power, and to issue the necessary powers of attorney.

Mr. Bevan—I may say that have no wish to avoid paying anything I owe, but if it had not been for the pressure put upon us by the mortgagees I would not have been in this position.

Mr. Bowley—Who is the mortgagee?

Mr. Bevan—Chen Wo Fung. He is a gentleman I never saw, and I would not know him if I saw him. I got the money from a man named Wong of the firm of A. Fung. He is the mortgagee.

The Official Receiver—How much did you get?

Mr. Bevan—\$2,500.

The meeting was then adjourned.

## ATHLETICS IN THE TROPICS.

LECTURE BY DR. CANTLIE.

Last night, under the auspices of the *Odd Volumes*, Dr. Cantlie delivered the second portion of his lecture on “Athletics in the Tropics.” The lecture was given in the Society's Rooms, Bank Buildings. H. E. Sir William Robinson again presided. He was accompanied by Lady Robinson, and there was a large attendance of ladies and gentlemen.

Dr. Cantlie, in the opening portion of his lecture, defined what exercise meant and how much exertion was required to keep the organs of the body in a healthy condition.

To maintain the lungs and physique at the proper standard in the tropics it was necessary to walk 8½ miles daily, and the best time of the day to devote to walking was between 5 and 7 o'clock in the evening.

He disapproved of early morning exercise because the bodily temperature was lowest then, but if a man had a horse he would advise him to ride it in the morning.

Between the evening walk and dinner there should be a considerable interval, and he advocated devoting a portion of this interval to lying down and resting, to having a warm bath of three minutes duration, and dressing for dinner—if in flannels all the better (laughter and applause). He discussed length of pace, condemned the veterans' race and violent exertion after a long period of inertia, and told his audience how to walk uphill or to go upstairs without getting out of breath. In training for running or rowing a man ought to run or row at that time of the day when the race was to take place; and he took advantage of a reference to cricket, cycling and football to point out the serious danger entailed by wearing a tight elastic belt round the waist.

Dancing was a recreation very largely indulged in Hongkong by Europeans—not by the Chinese. When a Chinaman wanted dancing he paid somebody to do it, the Japs did the same and so did the Indians. Europeans did all the dancing for themselves, and he could assure his audience there was not gone into in close rooms and late at night. It would be much better if balls were held at 12 o'clock in the day, in nice open rooms, with no crowding, and minus the jam jars and other food which were not required.

He was of opinion that children at school got an enormous amount of good from dancing, and they were said to also get enjoyment, although he did not know that that was the case. He would much prefer it if balls were held at 12 o'clock in the day, in nice open rooms, with no crowding, and minus the jam jars and other food which were not required.

He would distinctly uphold dancing as a first-class exercise for tropicals, under the conditions he had indicated. But as it was not possible to have them dancing in the daytime they might as well be in the evenings and partly, excluding the police, who was the best civilized dance for exertion. For a man over 35 years of age riding was one of the best forms of recreation in the tropics. The trouble here was that he became loaded with all sorts of materials that should not be submitted to, and exertion was less than it ought to be because of the want of exercise. If they wanted to keep their lives in good order walking would help them—and especially uphill walking for the gouty and dyspeptic—but riding was the best possible exercise for liver troubles; riding in the early morning and walking in the evening. Referring to Dr. Cantlie said it was a good form of exercise if it provided a walk with a purpose and in the case of townpeople served to take them out of the country where they could breath freely.

Nothing was more awful than the walk known as the constitutional. He said that as a walk with a purpose was riding with a purpose, and as such received his commendation. Rowing was not an exercise for a man over 35 years of the word, although it was much improved by the introduction of the sliding seat. Rowing developed the muscles of the back and the arms, but it required another form of exercise such as bicycling or walking to develop the legs. The amount of energy expended in a race like the Oxford and Cambridge boat-race was 18½ foot tons per mile, but as a man expended 17 foot tons per mile in walking, why should he expend 17 in rowing? Rowing showed the power of training better than any other form of exercise because it meant the balance between the circulation of the blood, the muscles and the breathing power. When a man got the heart, the brain and the muscles into harmony then he was trained. If a man was found after a pull that a half-pulse was irregular and the heart intermit, he was not a fit man, but which is more to be desired, exercise which he thought must recommend itself to all, but which is not largely enough indeed to be young men in this country anywhere else, was military exercise, volunteering, he would call it. What had saved the physique of Germany and the physique of France had been the compulsory military service. It was in these countries had their gymnasiums not compared favourably with the field sports of England, it was the outdoor sports that had saved the physique of the middle-classes of England, a class that had not yet been tapped for military service. When it was tapped there was no fear for the future of the British army. He urged the young men not to throw away their chance of defending their country. After all, what was the use of having an army if it could not be used in the defense of the country. Already in England they had produced a voluntary army which was without its equal in the world—physically, the men in the volunteers were the fittest in the world—well clad, well fed, and well shot—men fit to do anything, fit to go anywhere, trained in athletic sports and fit to fight for their country. (Applause.)

His Excellency proposed a vote of thanks to Dr. Cantlie for his most interesting and instructive lecture. Dr. Cantlie had told them how to increase their muscular power and to live long and healthy lives. On the 2nd December next he himself would have completed twenty years' residence in the tropics, and he could testify to the usefulness of much that he had been told that afternoon. Dr. Cantlie had shown himself to be a true philanthropist, for all present made use of the advice that he had given to the best advantage.

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At the present time too it is especially alleged that as opium is the bane of the Eastern Nation, so strong drink is the bane of Western peoples; and it is sought to compare the drink evil with the opium evil. Let it be known however that the two do not in the end admit of comparison.

By means of opium the Chinese waste their bodies. Dope wine also waste the body?

Opium cuts off a man's potency?

Opium cannot be reckoned up?

Opium is a poison?

Opium is a stimulant?

Opium is a narcotic?

Opium is a stimulant?

Opium is a narc

# THE CHINA MAIL.

No. 9671 — FEBRUARY 9, 1894.

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(Wah Tsu Yat Po.)

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guarantors and securities necessary to  
place it on a business and legal footing.

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upon the most reliable information from  
the various Ports in China and Japan—  
from Australia, California, Singapore, Pe-  
nang, Saigon, and the places frequented by  
the Chinese—consider themselves justified  
in guaranteeing a large and ever-increasing  
circulation. The advantages offered to ad-  
vertisers are therefore unusual, and the  
foreign community generally will find  
it to their interest to avail themselves of  
them.

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